



**JPB Citizens Advisory Committee
1250 San Carlos Avenue, San Carlos, CA 94070
Bacciocco Auditorium, 2nd Floor**

June 16, 2021 – Wednesday

5:40 p.m.

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to the provisions of the [Governor's Executive Orders N-25-20](#) and [N-29-20](#).

Committee members, staff, and the public may participate remotely* via the Zoom website at <https://zoom.us/j/94666856804?pwd=UIFwQzNrYXJpbTRlejkvRmgwRDIXZz09> for audio/visual capability or by calling 1-669-900-9128, Webinar ID: 946 6685 6804 for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/about/bod/video.html>

Public Comments: Members of the public are encouraged to participate remotely. Public comments may be submitted to cacsecretary@caltrain.com prior to the meeting's call to order so that they can be sent to the Committee Chair as soon as possible, while those received during or after an agenda item is heard will be included into the correspondence and posted online.

Oral public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM and each commenter will be automatically notified when they are unmuted to speak for three minutes or less. The Committee Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Items in bold are CAC member-requested presentations.

1. Pledge of Allegiance
2. Roll Call
3. Approval of Meeting Minutes of May 19, 2021
4. Public Comment for Items Not on the Agenda
Public testimony by each individual speaker shall be limited to three (3) minutes
5. Chairperson's Report
6. Committee Comments
Committee members may make brief statements regarding correspondence, CAC-related areas of concern, ideas for improvement, or other items that will benefit or impact Caltrain service or the CAC, or request future agenda topics.
7. Resolution Distance Based Fares (Adrian Brandt)
8. Clipper Next Generation & Clipper Mobile App Update (Christiane Kwok)
9. E Locker Update (Dan Provence)
10. Staff Report (Joe Navarro)
 - a) Customer Experience Task Force Update
 - b) JPB CAC Work Plan Update
11. Date, Time and Place of Next Meeting
July 21, 2021 at 5:40 p.m., via Zoom teleconference or at the Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.
12. Adjournment

All items on this agenda are subject to action

CAC MEMBERS: **San Francisco City & County:** Rosalind Kutler, Brian Shaw (Chair)
San Mateo County: Anna Cristina Dagum, David Tuzman, Adrian Brandt (Vice Chair),
Santa Clara County: Larry Klein, Patricia Leung, Patrick Flautt

INFORMATION FOR THE PUBLIC

If you have questions on the agenda, please contact the Committee Secretary at 650.508.6347 or cacsecretary@caltrain.com. Agendas are available on the Caltrain Web site at www.caltrain.com.

JPB and Citizens Advisory Committee (CAC) meeting schedules are available on the Caltrain Web site.

Date and Time of Regular Meetings

The JPB Citizens Advisory Committee (CAC) meets regularly on the third Wednesday of the month at 5:40 pm at the San Mateo County Transit District Administrative Building.

Location of Meeting

Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda. The Public may not attend this meeting in person.

Public Comment

Members of the public are encouraged to participate remotely. Public comments may be submitted to cacsecretary@caltrain.com prior to the meeting's call to order so that they can be sent to the Committee Chair as soon as possible, while those received during or after an agenda item is heard will be included into the correspondence and posted online.

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Accessible Public Meetings/Translation

Written materials in appropriate alternative formats, disability-related modification/accommodation, as well as sign language and foreign language interpreters are available upon request; all requests must be made at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that public records are distributed or made available to the legislative body.

**CITIZENS ADVISORY COMMITTEE (CAC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070**

MINUTES OF MAY 19, 2021

MEMBERS PRESENT: A. Brandt (Vice Chair), A. Dagum, P. Flautt, L. Klein, R. Kutler, P. Leung, N. Mathur (Alternate), K. Maxwell (Alternate), D. Tuzman, B. Shaw (Chair)

MEMBERS ABSENT: None

STAFF PRESENT: R. Hinchman, J. Navarrete, J. Navarro, C. Scarella

Due to COVID-19, this meeting was conducted as a teleconference pursuant to the provisions of the Governor's Executive Orders N-25-20 and N-29-20, which suspends certain requirements of the Ralph M. Brown Act.

Chair Brian Shaw called the meeting to order at 5:40 p.m. and led the Pledge of Allegiance.

Vice Chair Adrian Brandt corrected his comment and stated that the minutes reflect he had compared our electrification progress with China, however should have been India.

The amended draft of the Meeting Minutes for April 21, 2021 was approved.

APPROVAL OF MINUTES OF APRIL 21, 2021

Motion/Second: Brandt / Klein

Ayes: Dagum, Flautt, Kutler, Leung, Shaw, Tuzman

Absent: None

D. Tuzman arrived

PUBLIC COMMENT

Jeff Carter, Millbrae, via Zoom Q&A, shared his experience with using the new TVM installed at Millbrae. He stated that the machine was easy to use and easier than the machines at 4th & King station. He thanked staff for the upgrades to the TVMs.

Roland Lebrun, San Jose, via Zoom Q&A, stated that he issues a PRA for the timings to see progress of Constant Warning Time and the results. He stated that he is disappointed with the unmitigated catastrophe. He stated that the only thing that is consistent with the Constant Warning Times is that they are consistently random. He

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stated that Caltrain is going to have a major problem. He said that he would be writing to the Board explaining what is going on, in terms they will understand, so that they can take appropriate action. He then said that he found it disturbing that GE Transportation Systems is the manufacturer. He stated that the ill-fated CBOSS was based on ITCS, which was a GE Transportation System product. He shared his concern with Caltrain using the same manufacturer. He then stated that there is an individual on the Staff Coordinating Council, unbeknown to anybody, was the Regional Sales Manager for GE Transportation Systems. Roland said that it is not a coincidence and will ask for the resignation from of the individual to get him removed from the Staff Coordinating Council. He hopes this will move things forward and put things back on track, just as PTC was.

Aleta Dupree, via Zoom Q&A, stated that she is looking forward to seeing the new Clipper Vending Machines and hopes that they have contactless payment functions with the chip insert. She stated that make it would make it easier for people to engage with Clipper and Clipper Start and move to being a system that will only use Clipper along with the Mobile App and beyond that, also move to open payments. She requested to staff to share what that would look like. She then stated that she has not been seeing the foundation production needed to put up wires and poles. She asked why staff is not producing foundations, especially as good weather approaches. She then asked staff to look toward the battery-powered pilot happening in Long Island, take that knowledge, and have some kind of a one-seat ride to Gilroy.

CHAIRPERSON'S REPORT

Chair Brian Shaw shared his recent experience with riding Transit and looking forward to using his Clipper card on his phone with Caltrain. He said things are looking bright as more vaccinated people are coming back and get back to the things we like to do. He also stated that Stanford is doing a pilot this summer, for volunteers to work from the office and looking towards September to have a larger return. He then thanked Vice Chair Adrian Brandt for filling in for him and delivering the CAC Report to the Board. He then shared that that Committee Member Anna Dagum will be stepping down from the CAC and will be her last month in attendance. He said that he would work with staff for a replacement and shared his appreciation for her contributions to the CAC.

COMMITTEE COMMENTS

Member Patrick Flautt thanked Member Dagum for her service to the CAC. He then reported that unfortunately he did not have an update regarding website and hopes to have an update by the next meeting. Member Flautt shared that he is working with the HSR CWG working group Manager for the area on having her present to the CAC tentatively in August ideally, or any meeting after that going at the end of the year for a presentation about the latest developments with High Speed Rail. He then promoted Bike to Wherever on May 21st and stated that there will be energizer stations to pledge to ride and that there will be free swag bags, T-shirts and that in Gilroy they will be giving away custom masks.

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Vice Chair Adrian Brandt encouraged Alternate Members to apply for the CAC openings. He then referenced a letter from a Member of the Public, Roland Lebrun, in the correspondence packet about a PRA regarding wireless crossing technology. Vice Chair Brandt requested to know more about wireless crossing technology subjects and what is being planned, as it relates to Dual Speed Check. He shared his concerns about the inherent and inescapable limitations of the Dual Speech Check solution. Vice Chair Brandt then referenced a letter from Member of the Public, Jeff Carter about distanced based fares and encouraged everybody to cogitate on that. Vice Chair Brandt then referenced his letter in the correspondence packet regarding John Horgan's column in the San Mateo County Times about no current or correct schedules posted at stations. Lastly, Vice Chair Brandt he shared that the San Francisco Examiner Online did an item all about a website called TransitRecovery.com that compares every major transit system's current service to its pre-pandemic service levels and aggregates publicly available data from the FTA database on pre and post-pandemic ridership. He stated that a major factor and the problem Caltrain faces is that the ridership demographic is the most work from home eligible in the country, and that is reflected in this data.

Member David Tuzman also thanked Member Dagum for her participation in the Citizen's Advisory Committee. He then expressed his interest with Caltrain's timeline to fully restore service back to pre-Covid levels. He then shared that BART will be offering a fifty percent discount in the month of September to help attract customers back and suggested Caltrain offer a fare discount across all fare types, not just on the monthly pass which only suit certain riders. Lastly, he stated that when looking at the budget, he did not see any mention of funding streams from the American Rescue Plan Act and as the Cares Act funding dries up, he is interested to know whether there is funding coming through from that new passage.

Member Rosalind Kutler expressed that it is a different world, post-pandemic, and that passengers are facing many challenging situations and suggested everyone be more flexible with the idea of having a date where ridership return to pre-pandemic numbers.

Member Anna Dagum thanked the Committee for working together for the past two years and that it has been a pleasure to be a part of the committee.

Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, shared his concerns with wireless technology, he stated that the way it works is the train tells the gate the speed at which it is approaching, however not all trains are equipped with the technology and will behave differently, for example with Union Pacific, High Speed Rail, Capitol Corridor. Roland then stated although Dual Speed Check works, it does not belong on the Caltrain corridor as the results vary and is unsafe with pedestrian crossings and vehicle traffic. Roland then stated that ridership is affected depending on the type of service that is provided and that, right now, it takes an extra hour to get from the Santa Teresa Light

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Rail to MTC in San Francisco and is why it does not work. Roland advised the Committee that he will request that the Executive Director provide the Board a monthly report showing the ridership recovery since the start of the pandemic. He stated that Caltrain will need to incentivize ridership.

Jeff Carter, Millbrae, via Zoom Q&A, shared his recent experience with riding the train and noticed that ridership seems to be increasing, as there seemed to be a lot more people on the train. He said that he rode the bike car and there were about fifteen bikes in the bike and attributes some of that to the discount on the monthly pass and anticipates to see more people on the train as the pandemic winds down. He then stated that regarding schedule, there is an issue with trains that run once per hour for certain paired stations and in order to increase ridership, Caltrain will need more frequent service.

Adina Levin, via Zoom Q&A, joined late and asked whether the Budget item had been presented and Chair Shaw advised that it had not. Adina stated that she would save her comments until after the Budget presentation.

FY2022 PRELIMINARY OPERATING & CAPITAL BUDGETS

Cynthia Scarella, Manager, Budgets, presented the FY 2022 DRAFT JPB Operating & Capital Budgets.

The full presentation can be found on caltrain.com

Committee Comments:

Member David Tuzman stated that the assumption that the JPB Members will not contribute to the budget this year, and that Samtrans Board agreed to voice willingness to continue their normal contribution, how would that factor into the budget at this state and asked whether other member agencies have started considering that. Ms. Cynthia Scarella stated that TA is willing to contribute to about \$2M and has sparked discussions with other member agencies, however she is not sure how that will work out and does not think it will affect the June Board and if there is an agreement, it will be presented as an amendment to the budget.

Member Larry Klein asked how long does it take for the Measure RR ballot fees to appear, as he thought that the different county's registrars would have billed for the November election by the 1st quarter of this year. Ms. Cynthia Scarella stated that the estimate is \$7M, however it has not been officially billed by the counties. Member Klein then asked whether staff has a full understanding ARPA fund intricacies and how that funding will be split up, and the different conditions of using that money. Ms. Cynthia Scarella stated that the allocation is not final and is why it is not on the sheet and that she would not like to speculate on the amount until the award document is received and at that time will be presented to the Board. Lastly, Member Klein asked with the increase sales tax with Measure RR, has there been any discussions about having a

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certain amount of capital bonds set out, or what would be the process. Ms. Cynthia Scarella advised that the CFO would be better able to provide the latest update on that process.

Member Rosalind Kutler asked whether federal funding CRRSA has constraints, if so, what would they be. Ms. Cynthia Scarella responded that the constraints, in terms of use, is a very general scope for transit operations and that a portion of CRSSA is used to balance the FY21 budget, and then the remaining will all be used for the FY22 budget and has no limitations on what type of transit use.

Vice Chair Brandt expressed his disappointment with the member agencies withdrawing their capital funding support and feels like a bit of a betrayal of the voter's trust. He stated that there is a governance structure problem and that the Board is trying to hash out a way forward. Vice Chair Adrian Brandt then stated that it is important to maximize labor productivity and to think about updating the Operating Procedures to allow two people per train to save money on the budget.

Member Kutler also shared that train schedules had been distributed and that she had received one and looks forward for the schedules to be posted at the stations.

Public Comments:

Jeff Carter, Millbrae, via Zoom Q&A, expressed his disappointment with the member agencies not contributing to either the capital or operating budgets. He stated that he thought that the intention of Measure RR was to supplement the member contributions. He agreed with Vice Chair Brandt and suggested to reduce the operating costs per train and to explore efficiencies in the operation. He then stated that there may have been some conscientious people that printed the schedules from the website and placed them on the trains and that there is still a lacking of schedules on the train.

Adina Levin, via Zoom Q&A, asked whether the ARPA funding might help address not only the deficit, but might be able to address the underfunding of the maintenance, if the partners do not contribute. She stated that she saw that the goal of the ARPA funding was potentially to fund operations but she thinks it might be flexible to cover state of good repair and that fares could cover state of good repair if ARPA needs to go to the operations. She stated that it looks like train car maintenance and replacement of hundred-year-old unsafe bridges is being reduced to an alarming extent and wondered whether the ARPA funding and moving money around could help cover those seemingly basic elements of a maintenance budget. Adina then asked when Caltrain would bring service back to 100% and whether they will match BART's timing of restoring service. She asked whether Caltrain would be able to match BART's fifty percent discount to passengers. Adina then asked, regarding shuttles not being available due to not meeting ridership goals, whether Caltrain may consider changes to the legislation to be able to work around that limit in the law because of a global pandemic. Lastly, Adina requested Caltrain to highlight the governance issues

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with the agencies, having trouble agreeing on how to fund the budget, during the governance process.

Roland Lebrun, San Jose, via Zoom Q&A, suggested that to have a successful rail operation is to look at what works and what does not and to run more of what works and less of what does not. He then stated that MTC is sitting on a half billion dollars of funds, not being used by the Agency. He stated that there will be a funding gap in operations between now and 2028 and has copied Caltrain on a letter about this, if anyone is interested in learning more. He then stated that he has a PRA to break up the TASI contract between Rail Operations and Train Operations. Lastly, in regards to the resolving the partner agency issue, Roland suggested Caltrain buy the Gilroy parking lot from VTA and for VTA, in turn, use that money to come up with a contribution for Caltrain.

CALTRAIN PROPOSED FARE CHANGES

Ryan Hinchman, Manager, Financial Planning/Analysis, presented the Caltrain Proposed Fare Changes.

The full presentation can be found on caltrain.com

Committee Comments:

Member Tuzman asked whether staff has considered additional discounts or promotions how BART is doing to lure customers back. Mr. Ryan Hinchman stated that staff will continue to look at fares on an ongoing basis with all of the changes that are happening. Member Tuzman then asked what is an approximate timeline and bottlenecks towards conception and implementation of a new discount or promotion. Mr. Ryan Hinchman stated that it is difficult to answer without a specific question. He stated that it may vary and that there are certainly opportunities for a quick turnaround.

Vice Chair Adrian Brandt voiced his support to the twenty percent monthly discount and agreed with Member Tuzman's suggestion to have a much deeper discount as much as fifty percent off as BART is proposing, to get ridership base back up as quickly as possible. Additionally, he suggested moving away from the sort of premium commuter paradigm that caters to peak period, standard nine to five jobs to get the choice riders, who have other choices, back on the train.

Chair Shaw expressed his opinion on replacing zonal fares with distanced based fares and that now is the time to do so and may use the pandemic as justification to do so. He shared that the distanced based fares have been working for BART and that Caltrain has ticket machines that can sell tickets and that most people are using Clipper cards, which are very easily able to determine origin and destination stations. He suggested that for those passengers that are unable to obtain a Clipper card, they should receive it for free. He stated that conductors are not checking or selling tickets

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between stations anymore and that it is almost all done electronically and reiterated that the fare system needs to change to distanced based. He then suggested staff provide messaging to the public as to why zonal fares continue, to better understand justification.

Member David Tuzman shared that the MTC fare integration studies include explorations of different fare structures across the region and that there is an effort to craft legislation to guide the Bay Area Regional Transit in certain ways either about fare structure, timing connectivity or design of their maps and schedules. He suggested considering drafting a resolution of support. He stated that he would Agendize this topic for further discussion at a later meeting.

Vice Chair Brandt thanked Chair Shaw for voicing his opinion on distanced based fares and shared that he has been requesting this for many years. He then agreed with Member Tuzman regarding drafting a resolution in support. He then proposed for a few members of the committee to work offline to draft a resolution for a future Agenda to take vote and pass it along to the Board for consideration. Chair Shaw suggested less than four members to participate in the subcommittee as to not have a quorum and comply with the Brown Act. Member Tuzman then suggested asking for volunteers for the subcommittee. Members Tuzman, Leung, Kutler and Brandt will meet to draft a resolution prior to the next meeting.

Member Kutler applauded the idea of creating a resolution for distanced based fares. She stated that by making recommendations is how the committee gets action. Chair Shaw said that he would Agendize this topic for a further meeting.

Public Comments:

Jeff Carter, Millbrae via Zoom Q&A, thanked the committee for further discussing distanced based fares and offered his help. He then referenced his letter in the correspondence packet and reiterated that staff indicated that they would have a comprehensive fare package later this year as highlighted in the minutes. Regarding fare products, he suggested a 15-ride ticket for those that do not need a monthly pass and may benefit from a discount. He invited the committee and staff to review the details in his letter located in the correspondence packet.

Roland Lebrun, San Jose, via Zoom Q&A, stated that it is not the time to increase the fares and that September is the time to jumpstart ridership recovery so that passengers choose Caltrain and not BART as they can get to San Francisco for half the price.

Aleta Dupree, via Zoom Q&A, stated that she is in favor of a distanced fare based system and that several other Transit Agencies use it. She then suggested to get rid of the paper tickets entirely and that passengers may use their phones as their Clipper card. She suggested staff to modernize the fare system and mitigate fare increase.

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Alina Levin, via Zoom Q&A, applauded the active enthusiasm of the group to be making recommendations to the Caltrain board. She then stated that, in terms of ridership with the potential for people to continue to work from home more than before the pandemic, that there is an opportunity to supplement that ridership with other people who may have not been able to afford Caltrain before.

Member Anna Dagum expressed her support in the recommendation of distanced based fares. She then stated that eliminating paper tickets and transitioning to mobile tickets is not feasible just yet.

Member Kutler suggested to ensure ADA inclusion with any changes to fares and ticket media.

STAFF REPORT UPDATE

Joe Navarro, Deputy Chief, Rail Operations reported:
(The full report can be found on caltrain.com)

On-time Performance (OTP) –

- **April:** The April 2021 OTP was 93.9% compared to 94.3% for April 2020.
 - **Vehicle on Tracks** – There were two days, March 8 and 12, with a vehicle on the tracks that caused train delays.
 - **Mechanical Delays** – In April 2021 there were 780 minutes of delay due to mechanical issues compared to 197 minutes in April 2020.
 - **Trespasser Strikes** – There was one trespasser strike on March 25, resulting in a fatality.
- **March:** The March 2021 OTP was 88.9% compared to 96.7% for March 2020.
 - **Trespasser Strikes** – There was one trespasser strike on March 25, resulting in a fatality.

Mr. Navarro appreciated the enthusiasm from the committee with distanced based fares and shared that he takes all suggestions into consideration. Mr. Navarro followed-up on items from last month's meeting and reported that the automatic people counter will count wheelchairs, bikes and will distinguish between an adult and a child as well. He reported that the technology is a 3D sensor with two lenses in each sensor. He then reported that the braking distance of a 7-car EMU at 79 miles an hour to go to zero in an emergency would be 1400 in 76 feet vs. versus a F40, which is about 2300 feet to stop at the same time. Mr. Navarro then shared a copy of the printed pocket timetables and reported that they will be installed on the trains soon. He also reported

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that the schedules will also be posted in the station information boards with the "you are here" sticker. Mr. Navarro then reported that is looking for the first EMU train set to arrive in California at the end of November and hoping to have power in the third segment the week of August. He then reported that staff is looking to enhance conductor uniforms to appear more authoritative. He then stated that staff continues to work on the Code of Conduct and hopes to present it soon. He then advised that staff is looking for suggestions on the iPhone app for conductors and continue to work on the "text for help" on the train for customers. Lastly, he reported that his staff took over the TVM maintenance. Mr. Navarro shared a slide with ridership data and mentioned that ridership is picking up.

Committee Comments:

Vice Chair Brandt asked about average weekly ridership data and Mr. Navarro pointed out that the information is reflected in blue on the chart. Vice Chair Brandt stated that he would convert the data to percent to compare to other Transit Agencies. Mr. Navarro stated that he would have staff include the percent from April 2019. Vice Chair Brandt also suggested running the Code of Conduct by the CAC for input and advice. Chair Shaw agreed. Mr. Navarro said that he would make a note of it. Chair Shaw said that he would agendaize the item.

Public comments:

Jeff Carter, Millbrae, via Zoom Q&A, thanked Mr. Navarro for the schedule distribution. Jeff then shared that he has seen the improvements since Mr. Navarro joined Caltrain and appreciated Joe for the good work.

Roland Lebrun, via Zoom Q&A, asked whether the EMUs have pantograph cameras.

Mr. Navarro explained the camera system in detail and can be heard on the recorded CAC meeting located on Caltrain.com

JPB CAC Work Plan

June 16, 2021

- E Locker Update
- CID2
- Cubic Mobile App

July 21, 2021

- COVID 19 cleaning efforts cost
- Blue Ribbon Task Force
-

August 18, 2021

May 19, 2021

-
-
-

September 15, 2021

-
-
-

Suggested Items:

- Go Pass cost per ride factors – requested by Chair, Brian Shaw on 6/19/19
- San Mateo County Climate Action Plan – requested by Member Rosalind Kutler on 10/16/19
- MTC Means-Based Discount Fare program update
- Caltrain connections with other agencies – requested by Member Rosalind Kutler on 12/18/19
- Update on grade crossing pilot six months after installation – requested by Member, Patrick Flautt on 12/18/19
- Summary video of the CAC meetings by the Social Media Officer – requested by Chair, Brian Shaw on 12/18/19
- Operating Costs – requested by Member Adrian Brandt on 2/13/20
- Rail Corridor Use Policy – requested by Member Anna Dagum on 10/21/20
- South San Francisco
- Overview of COVID19 train schedule
- Industry Safe Functionality

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:

June 16, 2021 at 5:40 p.m., San Mateo County Transit District Administrative Building,
2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Adjourned at 7:54 pm

**PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
CITIZENS ADVISORY COMMITTEE (CAC)
STAFF REPORT**

TO: JPB CAC

FROM: Joe Navarro
Deputy Chief, Rail Operations

SUBJECT: **STAFF REPORT**

On-time Performance (OTP) –

- **May:** The May 2021 OTP was 90.1% compared to 95.8% for May 2020.
 - **Vehicle Strikes** – There was one vehicle strike on May 10.
 - **Vehicle on Tracks** – There were four days, May 8, 11, 13 and 21, with a vehicle on the tracks that caused train delays.
 - **Mechanical Delays** – In May 2021 there were 401 minutes of delay due to mechanical issues compared to 278 minutes in May 2020.
 - **Trespasser Strikes** – There was one trespasser strike on May 4, resulting in a fatality.
- **April:** The April 2021 OTP was 93.9% compared to 94.3% for April 2020.
 - **Clipper Mobile App** – The Clipper mobile app on iPhone was launched on April 15 and the app for Android was launched on May 19. Customers can manage their Clipper account, plan their trips and also use their smartphone with NFC enabled to pay for their fares on any of the 24 transit agencies in the Bay Area. For more details about how to use the Clipper app, visit www.clippercard.com.

The Metropolitan Transportation Commission (MTC) operates the Clipper system on behalf of the region's transit agencies.

- **Special Event Train Service –**

Services Performed:

- **San Francisco Giants** – The SF Giants hosted 9 home games in May at limited capacity. May Monthly Giants Ridership will be reported in July.

The SF Giants hosted 13 home games in April at limited capacity. Total additional riders, boarding and alighting at Fourth and King Station in April was 5,794

- **Golden State Warriors** – The Golden State Warriors hosted 8 home games in May at limited capacity, including 2 play-in games for a play-off run, ending their season. May Monthly Warriors Ridership will be reported in July.

The Golden State Warriors hosted 3 home games in April at limited capacity. Total additional riders, boarding and alighting at Fourth and King Station in April was 322.

- **San Jose Sharks** – The SJ Sharks hosted 5 home games in May at limited capacity ending their season. April & May Monthly Sharks Ridership will be reported in July.

- **Memorial Day Holiday Service** – On Monday, May 24, Caltrain operated a Holiday/Sunday schedule in observance of the Memorial Day holiday.

Services Scheduled:

- **San Francisco Giants** – The Giants will host 15 home games at Oracle Park at limited capacity in June. Caltrain will continue to monitor ridership arriving and departing SF station and will support customer needs as the season progresses.

Capital Projects:

The Capital Projects information is current as of May 14, 2021 and is subject to change between May 14, and June 3, 2021 (Board Meeting).

San Mateo 25th Avenue Grade Separation Project: Raise the elevation of the alignment from Hillside Boulevard to south of the Highway 92 Overcrossing in the city of San Mateo. The project creates a grade separation at 25th Avenue, relocates the Hillside Station to the north, and creates two new east-west street

grade-separated connections at 28th and 31st Avenues in San Mateo. The project is over 92% complete.

The new Hillsdale Station was opened for rail service on April 26th along with the parking lots between 28th Avenue and 31st Avenue, and, between 28th Avenue and 25th Avenue. Small portions of the parking lots at the southern end by 31st Avenue and at the northern end near 25th Avenue remain closed as these small sections are needed to support construction of the roadway underpasses.

Excavation to grade separate 25th Avenue occurred between March and May. Retaining walls are complete. Work on installation of underground utilities for storm drains and sanitary sewer systems continues. Completion is expected by Summer 2021.

Work continued at 31st Avenue on retaining walls, backfill, and installation of underground utilities for storm drains and traffic signals. Work will begin next month on curbs and gutters for the future roadway underpass.

South San Francisco Station Improvements: Replace the existing side platforms with a new centerboard platform, construction of a new connecting pedestrian underpass to the two new plazas in downtown South San Francisco to the west and the shuttle area to east. Upon completion, the hold-out rule at this station will be removed that currently impacts overall system operational efficiency.

In May, the contractor (PMI) continued the construction of Ramp 3 (leading to West Plaza entrance, and, Ramp1/Stair 1 (East Side entrance on Poletti Ave.) leading to the Pedestrian Underpass. Underground electrical and ground improvements for the Communications-Electrical Room and Station Platform were in progress. Trackwork for the realigned Main Track #1 (MT1) was completed. Traffic signal work for the new Poletti Way access road continues. The project completion date is forecasted to extend from December 2020 until summer/fall of 2021.

Due to utility and contractor caused delays, the overall project budget and schedule impacts are being assessed. A future Board action will be requested upon completion of the assessment and coordination with applicable partner agencies.

Marin and Napoleon Bridge Rehabilitation Project: This state of good repair project will perform repairs at the Marin St. Bridge and replace the Napoleon St. Bridge. Both bridges are in the City of San Francisco located south of the 22nd Street Station. The repairs at Marin Street are primarily for concrete spalling and cracks, and deficient walkways and handrails. The Napoleon St. bridge concrete spans will be removed and replaced with elevated soil berm structures and the main steel span will be replaced with a new steel span. The span replacement at Napoleon Street will require several partial weekend service outages between Bayshore and 4th & King Stations during the outages. The project will install

security fencing to deter encampments, and, also include track improvements in the vicinity of the bridges.

During the weekends of April 17-18 and April 24-25, the contractor (PMI) completed replacement of bridge girders at the Napoleon Avenue Bridge and performed track improvements in the adjacent area. Rail service was suspended between Bayshore Station and San Francisco stations during these periods and a bus bridge was provided to shuttle passengers. During May, work continued to address structural deficiencies of the Marin and Napoleon bridges and track improvements in the adjacent areas. The contract is planned to complete in the summer of 2021.

Burlingame Broadway Grade Separation Project: This project will grade separate the railroad alignment at Broadway, between Carolan and California Avenues, in the City of Burlingame and remove the current at-grade crossing. As a part of this project, the Broadway Station will become elevated and the hold out rule at this station will be eliminated that impacts operational efficiency. Currently this project is funded for the design phase through local funds (San Mateo County Transportation Agency Measure A and City of Burlingame). The City of Burlingame is the sponsor of the project with Caltrain acting as the lead agency for implementation.

The project will improve both traffic safety and traffic flow on Broadway. The Project will also provide improved and more efficient traffic movement along adjacent streets and intersections surrounding the crossing. Pedestrian and vehicle safety will be greatly improved by creating clear separation between pedestrians/vehicles and trains, and by eliminating the potentially dangerous conflicts presented by the current at-grade crossing. Lastly, railroad operation efficiency will be improved as there have been numerous accidents at the Broadway at-grade crossing, many involving vehicles stopped on the tracks. The Broadway at-grade crossing is currently ranked on the California Public Utilities Commission's Grade Separation Priority List as the top ranked crossing for grade separation in northern California and as the second highest ranked crossing in the state. The Project can: 1) help reduce emergency response times as the Caltrain corridor bisects the east and west sides of the City, 2) help to alleviate traffic queuing on Broadway, which extends east to the U.S. Highway 101 ramps, 3) reduce traffic delays at nearby intersections with California Drive, Carolan Avenue and Rollins Road, and 4) significantly improve access to the Broadway commercial district from U.S. Highway 101, which would further support economic development.

Currently, the project is completing value engineering of the preliminary design to optimize cost, schedule, and construction efficiency. The current schedule is to complete the final design for construction contract advertisement by mid-2023. Construction scheduled to occur from early 2024 to early 2026. Advance utility relocations are expected to begin in mid-2023. Team is evaluating the potential use of alternative contract delivery methods to address project risk and

site constraints.

Ticket Vending Machine (TVM) Rehabilitation: Upgrade existing TVM Server and retrofit and refurbish two existing TVM machines to become prototypes for new TVM's so that the machines are capable of performing the functions planned for the current Clipper program. The new machines will be able to dispense new Clipper cards (excluding discount Clipper cards that require verification of eligibility) and have the ability of increasing the cash values of existing Clipper cards. Scope of the original contract was increased to include upgrades to the credit card reader and database.

In early October, the first phase of the project to develop a prototype Clipper TVM successfully completed final acceptance testing that results in completion of Phase 1. Phase 2 retrofitting of 12 additional TVM's was completed in March. Funding for Phase 3, for the rehabilitation of an additional 21 TVM's, secured and will be added to the project. The vendor's proposal for Phase 3 was received and the contract is with the vendor for execution with the award thereafter. Additional funds for Phase 4 for another 25 TVM's included in the FY21 Capital Budget amendment approved in October. Phase 4 will be added to the project when funding becomes available. Funding for Phase 5 to upgrade all remaining stations (30 TVM's) was included in the proposed preliminary FY22 Capital Budget.

Mary and Evelyn Avenue Traffic Signal Preemption Project: Perform upgrades to train approach warning systems at Mary Avenue and Evelyn Avenue crossings in Sunnyvale. Project will improve vehicle safety at the at-grade crossings by increasing traffic signal advance warning times for approaching trains in order to clear vehicles at the crossings. Project will mimic the 2014 completed traffic signal preemption project in Redwood City, Palo Alto, and Mountain View. This project is being funded through the State of California Public Utilities Commission Section 130 program to eliminate hazards at grade crossings.

The 100% crossing design by the Electrification project is not available for design coordination and a timeframe for its receipt is pending. Project proceeded to complete its design without this information from the Electrification project. The 100% design is complete and Notice to Proceed for construction was issued to TASI on July 9. TASI has completed the installation of traffic signal preemption equipment. Communications cables that were damaged by PCEP construction are currently under repair. JPB standalone testing is planned over the next several months and integrated testing with the City of Sunnyvale's traffic department will be conducted when the city's traffic controller upgrade is complete fall 2021.

FY19/FY20 Grade Crossing Improvements: This project is a continuation of the ongoing grade crossing program to improve safety at grade crossings in accordance with Grade Crossing Hazards Analysis for the entire corridor. This analysis prioritized crossings and we have proceeded with the work in phases based on funding availability. Ten crossings were improved in 2018 under the FY16

budget authorization. Due to budget constraints, the FY19/FY20 scope is limited to five (5) crossings to be improved. The five crossings selected in this phase are 1st, 2nd, and 3rd Avenues in San Mateo, and, Glenwood and Oak Grove Avenues in Menlo Park. Work items include installation of signals, fences, gates, curbs, lighting and signs.

Construction began in April and the work on the 1st, and 2nd Avenues in San Mateo, and, Glenwood Avenue in Menlo Park have been completed. Work on the west side of 3rd Avenue in San Mateo is also complete. The work on the east side of 3rd Avenue is pending coordination with the City's construction activities. Work is also beginning in May in Menlo Park at the Oak Grove Avenue crossing.

Churchill Avenue Grade Crossing Improvements: This project will make safety, pedestrian and bicycle access improvements to the Churchill Avenue crossing in the City of Palo Alto. The project scope includes widening sidewalks, associated relocation of pedestrian gates, and installing new vehicle pavement markings and markers.

Project began in December 2019. The 65% design, with design assumptions, was received at the end of April 2021 is under review. The City of Palo Alto is rethinking the scope of work for the project and is in discussion with CPUC and Caltrans to modify the scope. The City of Palo Alto's design consultant has developed a conceptual design which is being reviewed by the City. Coordination meetings continued between staff and the City's design consultant.

Bayshore Station Bridge Painting: This project will perform rehabilitation of the coatings of the existing steel pedestrian overpass bridge at the Bayshore Station, in Brisbane. The bridge connects the southbound platform to the northbound platform and the parking lots on the east side. The bridge was originally constructed as part of the Caltrain Express project (CTX) in 2002 and has not been repainted since. The bridge's paint coatings are in need of rehabilitation with surface rust that needs to be addressed along with a complete repainting of the bridge to bring the structure to a state of good repair.

The project is preparing the Issue for Bid construction documents. Coordination and outreach with the Electrification project and stakeholders, such as the Cities of Brisbane and San Francisco, have been conducted and continue. Advertisement for bids forecasted for mid-2021 with construction to commence in the spring of 2022.

Broadband Wireless Communications: Project will provide wireless communication systems to enhance capabilities for monitoring of railroad operations and maintenance, and provide Wi-Fi capability for passengers. Project is funded through a grant from the Transit and Intercity Rail Capital Program (TIRCP). Currently, the project is only approved for the planning/design phase.

Project has completed the planning/conceptual design phase to develop project

requirements. A stakeholder's review of planning/conceptual design phase has been completed and a recommendation has been made to proceed with the project as a Design/Build procurement. Request for Proposal documents have been developed and the contract is planned for advertisement in the Spring and contract award by the end of 2021. Design and Construction is planned from early 2022 until mid-2023.

MP-36 Locomotive Mid-Life Overhaul Project: Perform mid-life overhaul of six MP-36-3C Locomotives. The mid-life overhaul includes complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components and replacement of Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive car body, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The project work is occurring off-site at the contractor's facility location. The 6 locomotives to be overhauled are Locomotive #'s 923, 924, 925, 926, 927 & 928. In order to maintain daily service, only 1 to 2 of these locomotives are released at a time for overhaul work that is expected to take approximately 8 months per locomotive. Due to this restriction, the overall completion of this work is expected to take approximately 4 years.

The first vehicle #927 was shipped to the vendor's facility at Mare Island (Vallejo) in July for overhauling. Its return to Caltrain has been delayed from early-2021 until mid-2021 due to COVID-19 related impacts to the vendor's supply chain, availability of testing staff due to travel restrictions, and increase in the scope of needed repairs. This delay is expected to be limited to vehicle #927, this unit is currently 55% completed. A second vehicle #924 was shipped to the vendor's facility in November and is currently being overhauled.

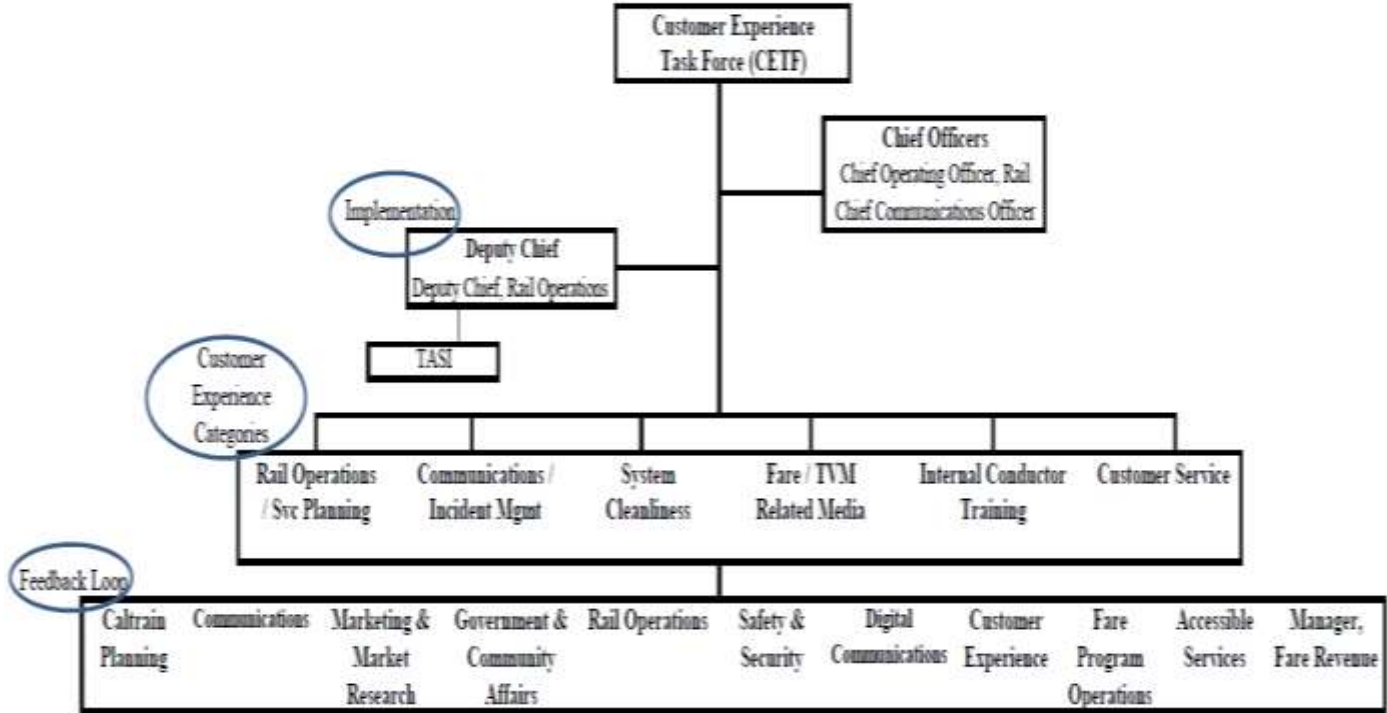
**PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
CITIZENS ADVISORY COMMITTEE (CAC)
STAFF REPORT**

TO: JPB CAC

FROM: Joe Navarro
Deputy Chief, Rail Operations

SUBJECT: **CUSTOMER EXPERIENCE TASKFORCE UPDATE**

The mission of the Customer Experience Taskforce (CETF) is to identify and develop ways to improve the customer experience on Caltrain service. This taskforce is a joint effort between agency departments composed of staff representatives from each department and the current Operations & Maintenance Contractor. The taskforce also considers feedback from several other sources including customer concerns, survey results and Citizen's / Bicycle Advisory Committees. Considerations may result in public outreach, customer education, short-term, medium-term and/or long-term goals. This item will remain as a standing update through this staff report.



Service Operations

In the short-term (6-18 months), the taskforce is spearheading efforts:

- Caltrain Timetable Monitoring:
 - Staff continues to monitor on-time performance, train capacity and customer feedback from the Caltrain service changes implemented on March 22, 2021 and April 26, 2021.

- Caltrain Service Restoration:
 - Caltrain is currently operating a reduced, 70-train per weekday service based on the significant reduction in demand resulting from the COVID-19 Pandemic. The current service has been developed to conserve agency resources while continuing to provide a foundational level of regional rail service to communities in San Francisco, San Mateo and Santa Clara counties.
 - As the COVID-19 Pandemic recedes and the region and state relax and lift public health orders, transit operators are preparing to adjust and restore service. Caltrain is developing plans for a service change and expansion to coincide with BART's recently announced intention to operate an expanded service starting on August 30th. This restoration will allow Caltrain to provide a competitive service offering as employees return to work and in-person education resumes in the region. The planned service change also provides a further opportunity to continue implementation of the Equity, Connectivity Recovery and Growth Framework adopted by the Board in 2020 – with an emphasis on providing improved service at all times of day, a simplified set of service patterns, and coordinated connections at key regional transfer points.

- Platform Signage:
 - During construction, station platforms may need to be closed within the designated work segment which forces both Northbound and Southbound passengers to board on one side of the platform. Static signs are stationed on the platforms advising passengers to “look up and listen”. The Visual Messaging System and audible station announcements reflect boarding instructions for passenger's respective train.
 - Please visit <http://calmod.org/construction/> for further work segment and construction details.

Communications/Incident Management (CICS)

In the short-term (6-18 months), the taskforce is spearheading efforts:

- Software upgrade performed to the Predictive Arrival and Departure System and provided fixes to the system. Will continue to monitor.
- Vehicle signage improvements to be implemented with the new EMU's with electrification.

In the medium term (18-24 months), the taskforce is spearheading efforts to:

- Investigate potential of a Global Positioning System application available for train tracking on website.

Conductor Training

In the short-term (6-18 months), the taskforce is spearheading efforts to:

- Continue to identify training opportunities for conductors.
- Train Uniforms improvement under consideration

Customer Service Center

In the short-term (6-18 months), the taskforce is spearheading efforts to:

- Trend customer complaints to establish patterns for improvements.
- Partner with the Rail Operations department to implement changes to better enhance the customer experience.
- Attend outreach activities
- Participation in Blue Ribbon Task Force Committee Meetings in coordination with MTC & Regional Transit

Fare Systems

In the short-term (6-18 months), the taskforce is spearheading efforts to:

- TVM Upgrade update:
 - The project is being delivered in phases. Due to the budget constraint, not all TVMs will be updated at one time. Staff successfully completed the prototype TVM testing and completed Phase two. TVMs were upgraded at the San Jose Diridon, San Francisco 4th & King, Millbrae, Redwood City, Palo Alto and Sunnyvale stations for a total of 12 TVMs upgraded. Working on a contract for Phase 3 which will upgrade an additional 21 TVMs at the stations this fall.
- Clipper Card Interface Devices (CID)
 - A second phase to add and relocate CIDs is in progress. Improvements to better serve our customers using Clipper CIDs at the Mountain View Station and the Sunnyvale Station are ongoing. 100% Design was completed and approved. A Work Directive for the construction work was issued to TASI end of January 2021. The start of construction is the next milestones for this project.
- Clipper Next-Generation
 - Staff has been continuously working with Metropolitan Transportation Commission and Cubic in the design, development and implementation of the improvements expected to the current Clipper system since Clipper Next Generation contract award in late 2018.
 - On May 19, Clipper mobile app on Android was launched. Now customers can use Clipper card on their iPhone, Apple Watch, and Android phone.

- Fare Changes
 - The JPB Board of Directors approved in June the following fare changes:
 - [Monthly Pass](#) Products – Extend the temporary 20% discount through June 30, 2023 for all categories of the Monthly Pass.
 - [Go Pass](#) – Postpone 5% increases in the price of the Go Pass by one year from January 1, 2022 to January 1, 2023, and again from January 1, 2024 to January 1, 2025.
 - Clipper® Discount – Postpone a reduction of the Clipper discount from \$0.55 to \$0.25 per One-way adult fare with corresponding changes to all Clipper Products except the Eligible Discount One-way fare from July 1, 2021 to April 1, 2022.
 - Periodic Fare Increases – Delay scheduled increases to the full price One-way base fare and zone charge (with corresponding increases to related products), as follows:
 - Base Fare increase of \$0.50: Postpone from July 1, 2021 to July 1, 2022
 - Zone Charge increase of \$0.25: Postpone from July 1, 2022 to July 1, 2024
 - Base Fare increase of \$0.50: Postpone from July 1, 2024 to July 1, 2026
 - [Clipper START](#) Means-Based Fare Discount: Extend the pilot program if, and for so long as, approved by the Metropolitan Transportation Commission (MTC) through June 2023.

Digital Media Efforts

- Monthly Pass Price Reduction
 - Caltrain has reduced the price of its Monthly Pass by 20% from April to September. Riders can purchase an April Pass starting March 21.
 - Caltrain is providing this discount to encourage people returning to work to take advantage of transit, while also providing some financial relief for those that have been riding regularly throughout the coronavirus (COVID-19) pandemic.

Community Outreach Efforts

- Bike Security Outreach Effort
 - The bike security outreach effort continues to bring the following departments together—Operations, Planning, Outreach, Marketing, Social Media, Customer Service and Transit Police—to collect and examine data; develop and implement a process to adequately examine and consider the bike community's concerns and explore potential solutions to improve bike security at stations and onboard.
- On Demand Electronic Bike Lockers
 - In April, e-lockers were installed at Hillsdale (16 spaces), San Bruno (8 spaces), Sunnyvale (16 spaces) and San Antonio (8 spaces). In May, e-

lockers were installed at California Avenue (8 spaces), Palo Alto (16 spaces) and San Carlos (8 spaces). Since the beginning of 2021, more than 180 e-locker spaces have been installed along the Caltrain corridor. More than 300 e-locker spaces are now available at 18 Caltrain stations. Plans are being made to install lockers at more stations this summer. Staff is continuing to work with keyed locker customers to help them with the transition to the new e-lockers. There is an ongoing effort to promote the use of the e-lockers. More about them is available at www.bikelink.org.

- Construction Project Customer Communication
 - South San Francisco Station
 - Construction began January 2018.
 - Temporary Platform installed in March 2018.
 - The station was temporarily closed on the weekend from August 29-30.
 - Construction area reduces the spaces allocated to the passengers wait area but has a minimal effect on the boarding or landing from the platform.
 - Shoring work on the future pedestrian underpass has been completed. Excavation conducted through May 2020.
 - A webpage was created at <http://www.caltrain.com/ssfstation>
 - Caltrain Electrification
 - A website has been created at CalMod.org that includes project information.
 - Monthly E-Newsletter with the latest electric train manufacturing photos, construction info, and more! Sign up at CalMod.org/Get-Involved.
 - Launched electric train virtual reality experience at CalMod.org/VR.
 - Started testing Electric Multiple Units (EMU) at Transportation Test Center Inc. (TTCI) in Pueblo, Co
 - 25th Avenue Grade Separation Project
 - On April 26, 2021, the new Hillsdale Station opened. For more information visit www.caltrain.com/HillsdaleOpening.
 - On March 1, 2021, the new east-west connection at 28th Avenue was opened. The project also began to lower E. 25th Avenue, which will result in a partial to full road closure through summer 2021.
 - The website www.Caltrain.com/25thgs continues to be an overall project resource for riders and the community, as it's continually updated with construction information, presentations, and construction photos.
 - Atherton Station Closure
 - The JPB Board approved closure of the station at the November Board meeting.
 - Suspension of weekend service in December 2020.

- New 900' fence was installed along former Southbound platform and the center platform has been removed between both tracks.

System Cleanliness

In the short-term (6-18 months), the taskforce is spearheading efforts to:

- Continue to monitor process improvement procedures to ensure equipment cleanliness.
- Continue to analyze results from customer/passenger survey and Train Ride evaluations to possibly implement processes improvements to enhance the customer experience, both onboard trains and at train stations.
- Implementing Station improvements in an effort to maintain a consistent look amongst all Caltrain stations.
- Caltrain continues to conduct quality assurance reviews on the new procedure that focuses on restroom cleanliness.
- Bombardier Fog Jet Extensions to extend then relocate the Bombardier fog jet nozzles on the toilet waste tanks to allow for easier access for a daily fog jetting during servicing.
- Trains are being fog jettted every evening with CDC approved, hospital grade cleaners that disinfect against COVID-19.
- During longer lay-overs in SFK and while trains are fueling in CEMOF Caltrain is re-disinfecting high-touch points such as door handles and hand-rails and re-fog-jetting as many trains during the day as schedules allow with the same CDC approved cleaning products.
- Caltrain is using a MERV-13 rated air filter on our HVAC systems, this level of filtration is commonly used in patient and surgery areas of hospitals.

Station Improvements

In the medium term (18-24 months), the taskforce is spearheading efforts to:

- Coordinate a consistent appearance system wide:
 - On-going Trash Receptacles Repair and Re-painting at all Stations
 - 12 New Trash Receptacles have been received and will be installed at the Redwood City Station. Installation (June – September 2021)
- Palo Alto (Station of the Quarter) Improvements:
 - Completed:
 - Cleaning and Painting (Platform Tactile; VMS and Light Posts; Metal Benches; Fence and Railings; Tunnel and Shelters
 - Trash Receptacles Adjustment
 - Tunnel Light Fixtures and Light Bulbs Replacement
 - In Progress:
 - ADA Line Striping
 - Shelter Broken Ceiling
 - Graffiti Abatement
 - Stairs/Steps need to be cleaned, painted and anti-slip tread tape applied (if applicable)

- Redwood City will be the next Station of the Quarter (June – September) and was pre-inspected on Thursday, May 27th, 2021.

JPB CAC Work Plan

July 21, 2021

- COVID 19 cleaning efforts cost
- Blue Ribbon Task Force
-

August 18, 2021

- High Speed Rail
- PCEP Update (Schedule)
-

September 15, 2021

- South San Francisco
- Code of Conduct
-

October 20, 2021

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-
-

November 17, 2021

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-
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December 15, 2021

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Suggested Items:

- Go Pass cost per ride factors – requested by Chair, Brian Shaw on 6/19/19
- San Mateo County Climate Action Plan – requested by Member Rosalind Kutler on 10/16/19

- MTC Means-Based Discount Fare program update
- Caltrain connections with other agencies – requested by Member Rosalind Kutler on 12/18/19
- Update on grade crossing pilot six months after installation – requested by Member, Patrick Flautt on 12/18/19
- Summary video of the CAC meetings by the Social Media Officer – requested by Chair, Brian Shaw on 12/18/19
- Operating Costs – requested by Member Adrian Brandt on 2/13/20
- Rail Corridor Use Policy – requested by Member Anna Dagum on 10/21/20
- South San Francisco
- Overview of COVID19 train schedule
- Industry Safe Functionality